

CUNNIGAR BRIDGE (DUNGARVAN).

RETURN to an Order of the Honourable The House of Commons,
dated 24 August 1880;—for,

COPY "of the REPORT of the FISHERY INSPECTOR on the proposed
CUNNIGAR BRIDGE at *Dungarvan*."

REPORT of Major *Hayes*, Inspector of Irish Fisheries, on the application for
Construction of a ROAD along the *Cunnigar*, and a BRIDGE from thence to
Dungarvan.

On Wednesday the 11th instant, pursuant to the annexed notice, I held a
public inquiry at *Dungarvan* on the above subjects in the Court House.

The Court was densely crowded, a very large proportion of those present
being fishermen from *Ballinagoul* and *Helvick Head*, and great anxiety was
manifested by all that the application would prove successful.

In order that my Report should be fully understood, I have measured roughly
on the 6-inch Ordnance maps the distances by the present road, and also by
the proposed new road from *Helvick* and *Ballinagoul* to the town of *Dungarvan*;
they are as follows:—

Distance from *Helvick* to *Dungarvan* by the existing road, about 9 miles;
from the Fishery Pier at *Ballinagoul* by the same road to *Dungarvan*,
about 7½ miles; from *Helvick Head* to *Dungarvan* by proposed new
road across the *Cunnigar*, 6½ miles; from *Ballinagoul* to *Dungarvan* by
same route, 4½ miles; from *Helvick* to *Dungarvan*, crossing the Strand
and *Cunnigar*, which can be done at about half tide, 5 miles; from
Ballinagoul Fishery Pier by same route, 3½ miles.

At *Ballinagoul* the fishing boats of this part of the coast are stationed, with
the exception of three, which are kept at *Sea View*, to the westward of *Helvick*
Head.

Appended will be found, marked (A.), a Return showing the number and ton-
nage of the fishing boats employed in the locality.

This Return shows 12 hookers and 36 yawls; besides these there is another
hooker fishing from *Ballinagoul*, but registered as belonging to *Dungarvan*.

The evidence conclusively proves that the fishermen suffer much incon-
venience and loss by reason of the difficulty of getting their fish speedily
to *Dungarvan*. The fish is frequently sent up by boat, the bar in the channel
is often difficult to cross, and it frequently happens that from one cause or
another they are detained on their passage by wind or tide, and arrive at the
bar too late to enable them to cross, and they are thus detained several hours,
until the tide rises, causing them to miss the early trains, and depreciating the
value of the fish by about one-third.

At other times they are sent by road, and again occasionally across the
Cunnigar. On these occasions they are taken by the wives or daughters of the
fishermen, who have, when the tide permits, to wade across from the *Cunnigar*
to *Dungarvan*, often up to their waists in the water, and it was alleged, in conse-
quence of the shifting of the channel, at considerable danger.

The construction of the road as proposed would bring the fishing village of Ballinagoul at all times within $4\frac{1}{2}$ miles of Dungarvan, and frequently, at certain stages of the tide, the distance would be lessened to $3\frac{1}{2}$ miles.

The evidence of the Clerk of the Dungarvan Union shows that there were about 300 tenement holdings at or near Ballinagoul held by fishermen, representing a population of about 1,500 people connected with fishing.

Most of the fishermen hold small plots of land, varying from half an acre to an acre and a half. They were represented to be an industrious, hardworking, independent class of men, and except in cases of sickness never receive relief from the rates. I believe this to be quite true.

The quantity of fish captured is very considerable, and it is important to the public that it should be got into the markets in the best possible condition, and also to the fishermen, as securing to them a better price for their fish.

There cannot be a doubt but that if the road and bridge be constructed it will prove most useful to the fishermen and beneficial to the public.

At the same time I feel bound to state that outside the fisheries such a road will be most advantageous to the town of Dungarvan, and a considerable portion of the barony of Decies-within-Drum, by lessening the distance between the two by about three miles.

The cost of the proposed work has been variously estimated at from seven to ten thousand pounds.

If a grant of public money can be obtained, it was stated by the legal gentleman, Mr. Slattery, who attended to support the application, that one-fourth the cost of the work would be locally provided.

Appended is a copy of a Resolution of the Board of Guardians, Dungarvan Union, which I was requested to forward with my Report.

(signed) *Jos. Hayes.*

12 August 1880.

FISHERIES—IRELAND.

32 & 33 Vict. c. 92, and the Acts incorporated therewith.

AFFLICTION for the Construction of a BRIDGE from the Town of Dungarvan to the Currigar, and a ROAD along the same, to secure more Direct Communication with Ballinagoul and Helwick Head, County Waterford.

AN application having been made for a Grant for the above, the Inspectors of Irish Fisheries hereby give notice that they will hold a meeting at the Court House, Dungarvan, County Waterford, on Wednesday, the 11th August 1880, at the hour of Twelve o'clock, noon, to inquire into the same, of which all persons interested are requested to take notice.

By Order,
(signed) *Alan Hornsby,*
Secretary.

Dated at the Office of Irish Fisheries,
Dublin Castle, this 6th day of August 1880.

APPENDIX.

(A.)

LIST of SEA FISHING BOATS at HARVEY TRAP COAST GUARD STATION.

Locality.	Name of Owner.	Name of Boat.	Description.	Tonnage.	Registered No.	Date.	Length.	Beam of Masting.	Number of Men and Boys Employed.		Tonnage.	Remarks.
									Men.	Boys.		
Harvey Coast.

(B.)

COPY of RESOLUTION adopted by the Board of Guardians, Dungarvan Union, at their Meeting, held 5th August 1880.

THE Board of Guardians of Dungarvan Union have had before them to-day a copy of the Relief of Distress (Ireland) Amendment Bill, kindly sent them by their Chairman, Villiers Stuart, Esquire, senior County Member. The Board desire to record their unqualified approval of the proposal, No. 38 in Schedule, to construct a bridge and causeway connecting Dungarvan with the Cunnigar. They are fully satisfied that such a structure will afford incalculable advantages for the development of the Deep Sea Fisheries of Ballinagoul, Helvick, and Ring, whose poor fishermen at present are placed at very great disadvantages in consequence of their inability to dispose of their fish at times when quick sales are urgent. The structure referred to would at once obviate all difficulty for them in the disposal of their fish, and be at the same time of great benefit to the town of Dungarvan. The Guardians are also seriously of opinion that the building of the bridge will, to a very great extent, prevent pressure upon the ratepayers, by reason of the extensive employment it will afford.

They earnestly request Mr. Stuart will continue his laudable efforts in favour of this work, and that his colleague, Mr. Blake, and Mr. O'Donnell, Member for Dungarvan, be requested to assist him in his efforts.

Passed unanimously.

I certify the foregoing to be a true copy.

(signed) *John J. Boyle,*
Clerk, Dungarvan Union.

11 August 1880.

COMMONS HOUSE (BUDGETARY)

CCPT of the Bureau of the Treasury submitted
to the proposed Committee on Budgetary
Control.

(Mr. O'Donnell.)

Received by the House of Commons, 11 August 1919.

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PRINTED BY HENRY MARSH AND SON,
PRINTERS AND BOOKSELLERS,

At the House of Commons, London, W.C.
Printed by the House of Commons, London, W.C.
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1919. (Price 1 s.)

Date 1 s.

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